

REPORT

DATE: May 8, 2008

TO: Regional Council

FROM: Naresh Amatya, Acting Manager, Transportation Planning; amatya@scag.ca.gov, (213) 236-1885
Ryan Kuo, Associate Regional Planner; kuo@scag.ca.gov, (213) 236-1813

SUBJECT: 2008 Regional Transportation Plan (RTP)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Adopt Resolution No. 08-497-2 approving the 2008 Regional Transportation Plan (RTP) and associated consistency amendment to the 2006 Regional Transportation Improvement Program (RTIP), pursuant to recommendation by the Transportation and Communications Committee (TCC).

BACKGROUND:

The Draft 2008 RTP was released by TCC for public review and comments on December 6, 2007. A copy of the December 6, 2007, report to the TCC regarding the Draft 2008 RTP is attached herein for your background information. The public comment period officially closed on February 19, 2008. SCAG received approximately 150 individual letters and comments, which can be further broken down to over four hundred distinct comments on all aspects of the RTP. The majority of the comments focused on Growth Forecast/Land Use, Goods Movement, Highways and Arterials, High-Speed Regional Transport, Transit, Aviation, and Transportation Finance. Over eighty percent of the project-specific comments focused on six major projects, namely, the Orangeline High Speed Maglev, High-Speed Regional Transport system, Freight Rail Strategy, Dedicated Lanes for Clean Technology Trucks, I-710 Corridor, and CETAP Corridors. Most of these comments either supported or opposed a specific project.

Revisions to projects

In releasing the Draft 2008 RTP for public review and comments, the TCC approved including four major projects, namely, Orangeline High Speed Maglev, CETAP Corridors, High Desert Corridor, and I-710 Tunnel in the financially constrained plan, contingent upon adequate documentation that these projects meet the fiscal constraint requirements prior to the final adoption of the RTP. Subsequently, staff determined that two projects required further action by the TCC:

1. CETAP Corridor B

Since the release of the Draft RTP, the Riverside County Transportation Commission (RCTC), the Orange County Transportation Authority (OCTA), and SCAG have met on several occasions and arrived at a consensus that engineering and environmental work related to CETAP Corridor B must continue, but funding commitment for construction of the project is premature at this point. Therefore, the three agency consensus is to include CETAP Corridor B as a preliminary engineering/EIR only project in the Constrained Plan of the 2008 RTP and move the construction/right-of-way (ROW) to the Strategic Plan. At its April 11, 2008, Special Meeting, the

TCC voted to include this project as a preliminary engineering/EIR only project in the Constrained Plan and move the construction/ROW to the Strategic Plan.

Therefore, the 2008 RTP that would be adopted by the RC includes the CETAP Corridor B preliminary engineering/EIR portion in the Constrained Plan of the 2008 RTP and the construction/ROW portion in the Strategic Plan.

2. Orangeline High Speed Maglev

The Orangeline High Speed Maglev project was included in the Constrained Plan of the Draft 2008 RTP that was released for public review and comments by the TCC on December 6, 2007. Since then, Orangeline has been discussed by the TCC over several meetings, including the meeting on April 11, 2008. Over the course of these several meetings, the TCC has carefully considered and debated all of the facts presented through a series of public testimonies and staff reports, including the facts that 1) OCTA Board action taken on January 28, 2008, denies any consideration of potential use of the Pacific Electric (PE) ROW for Orangeline; 2) the financial viability of the project is questionable as originally proposed, given the unavailability of PE ROW, raising sufficient doubt as to whether the project meets the fiscal constraint requirement for inclusion in the constrained RTP; 3) stakeholder consensus on the project has yet to be realized; and 4) moving Orangeline to the Strategic Plan does not jeopardize the Orangeline Development Authority's ability to advance planning efforts for the project. After careful deliberation, on April 11, 2008, the TCC voted by majority to move this project to the Strategic Plan of the 2008 RTP.

At the conclusion of the meeting, TCC members requested for their information that staff provide a side-by-side comparison of the Orangeline and IOS projects. Attached is the requested comparison.

The 2008 RTP that would be adopted by the RC includes the Orangeline High Speed Maglev in the Strategic Plan of the 2008 RTP.

In addition, the TCC took action on April 11, 2008, to add the following project to the Strategic Plan:

1. Platinum Triangle – Anaheim Connector

In a letter to SCAG dated April 3, 2008, the City of Anaheim requested that the Platinum Triangle – Anaheim Resort Connector be included in the Strategic Plan of the 2008 RTP. This project calls for an elevated fixed guideway system that will serve a high traffic corridor, linking the Anaheim Regional Intermodal Transportation Center (ARTIC), Honda Center and Angel Stadium, The Platinum Triangle high rise office and residential neighborhoods, and The Anaheim and Disneyland Resorts. At its April 11, 2008, Special Meeting, the TCC voted to include this project in the Strategic Plan of the 2008 RTP.

Therefore, the 2008 RTP that would be adopted by the RC includes the Platinum Triangle – Anaheim Connector in the Strategic Plan.

Three additional projects are being proposed to be added or modified pursuant to TCC action on May 8, 2008. These proposed changes are further elaborated below.

1. Regional Transit Center in the City of Torrance

In a letter to SCAG dated April 9, 2008, the City of Torrance requested that a Regional Transit Center be included in the Strategic Plan of the 2008 RTP. This project calls for the development of a new regional transit center to act as a hub for local and regional connectivity. Staff has reviewed information provided by the City of Torrance, and will recommend that the TCC include this project in the Strategic Plan at its May 8, 2008, meeting.

The status of the Torrance Regional Transit Center in the 2008 RTP that would be adopted by the RC is pursuant to the action taken by the TCC on May 8, 2008.

2. Truck Climbing Lanes in Coachella Valley

As part of the comments on the Draft 2008 RTP, SCAG has received a request from the Coachella Valley Association of Governments (CVAG) to include plans for Truck Climbing Lanes on I-10, near the Chiraco Summit and Blythe areas, be included in the Strategic Plan of the 2008 RTP. Staff has reviewed information provided by CVAG and will recommend that the TCC include this project in the Strategic Plan at its May 8, 2008, meeting.

The status of the Truck Climbing Lanes in the Coachella Valley in the 2008 RTP that would be adopted by the RC is pursuant to the action taken by the TCC on May 8, 2008.

3. Dedicated Lanes for Clean Technology Trucks (DLCTT)

The Strategic Plan currently includes a project to build dedicated lanes for clean technology trucks on SR-60 from I-710 to I-15. SCAG has received several comments through the public comment process as well as public testimonies at public hearings and policy committee meetings to remove the reference to SR-60 as the designated route for the proposed DLCTT traversing in the East-West direction. While an East-West link for the proposed DLCTT is critical to completing the proposed facility as a system, SCAG staff recognizes the importance of not pre-judging the potential outcome of a future study to define and select a preferred alternative for this route, and will recommend that the TCC remove references to SR-60 in the Strategic Plan as the designated route for the proposed DLCTT and replacing it with non-route specific language such as an East-West Corridor connecting the Ports of Los Angeles/Long Beach to and through the Inland Empire.

The status of the DLCTT in the 2008 RTP that would be adopted by the RC is pursuant to the action taken by the TCC on May 8, 2008.

Transportation Finance Implications

The Draft 2008 RTP included a 30-year budget of \$568.9 billion (nominal), in expenditures and revenues. As a result of revisions made to the 2008 RTP, the 2008 RTP now includes \$531.5 billion (nominal) in expenditures and revenues. Much of the difference can be attributed to the Orangeline and the construction portion of CETAP Corridor B being moved from the Constrained Plan to the Strategic Plan.

Revisions to Growth Forecast/Land use Assumptions

In addition, underlying growth assumptions for the plan have been revised since the Draft RTP was released for public review. As mentioned earlier, significant comments were received on the proposed growth forecast/land use element presented in the Draft 2008 RTP. Several subregional partners and cities commented in support of incorporation of the Draft Baseline Growth Forecast in the Final 2008 RTP, citing a higher level of consistency between the Baseline Growth Forecast and local general plans. As a result, at its March 6, 2008, meeting, the Community, Economic & Human Development Committee (CEHD) voted to approve the Baseline Growth Forecast for the 2008 RTP with a statement of advisory land use policies and strategies. The 2008 RTP that will be recommended for adoption by the Regional Council on May 8, 2008, will incorporate the Baseline Growth Forecast.

Therefore, technical analyses used in finalizing the 2008 RTP are based on the Baseline Growth Forecast.

Re-circulation of Transportation Conformity Report

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). The 2008 RTP must pass tests to meet the requirements for a positive conformity finding: 1) regional emissions analysis, 2) timely implementation of Transportation Control Measures, financial constraint, and interagency consultation and public involvement.

After the release of the Draft Conformity Report, SCAG was informed that the U.S. Environmental Protection Agency's (EPA) review of the South Coast ozone and PM2.5 emission budgets submitted by the California Air Resources Board (ARB) raised concerns such that the ARB was required to revise and resubmit the emission budgets to EPA. This requirement dictated that SCAG make appropriate revisions to the conformity analysis to reflect the new emission budgets and release the Draft Conformity Report for an additional 30-day public review period ending April 28, 2008.

SCAG staff has worked closely with responsible agencies regarding issues between the State, the South Coast AQMD, and the U.S. EPA regarding emission budget adequacy, and with FHWA and U.S. EPA regarding the resultant constraints to the conformity approval review process timeline. From these efforts, staff worked to demonstrate a positive conformity determination and secured commitment from all agencies that they will expedite their respective reviews to allow for approval of SCAG's conformity finding before the current (2004) RTP conformity finding expires on June 7, 2008.

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Consistency Amendment to the 2006 RTIP

The Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule §450.324(g) stipulates that “each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan”. Upon SCAG’s Regional Council adoption of the 2008 RTP, the 2006 Regional Transportation Improvement Program must comply with these regulations. The changes between the 2006 RTIP and the 2008 RTP were released for public review along with the Draft 2008 RTP and the updated 2008 RTP conformity report. The majority of the changes are modeling network changes (due to changes in project completion dates) and there are a few changes that are due to project description changes. The FHWA will take simultaneous action on the conformity determination of the 2006 RTIP along with the 2008 RTP.

The Final 2008 RTP and all Supplemental Reports, including response to comments, are available at SCAG's Los Angeles and Riverside Offices, and may be downloaded at <http://scag.ca.gov/rtp2008>.

The proposed Recommended Action, as described above, is based upon the information presented in this staff report.

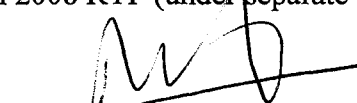
FISCAL IMPACT:

None.

ATTACHMENTS:


- December 6, 2007, TCC Report
- Draft Resolution No. 08-497-2
- Comparison of the Orangeline and IOS projects
- Proposed Final 2008 RTP (under separate cover)

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:

Chief Financial Officer

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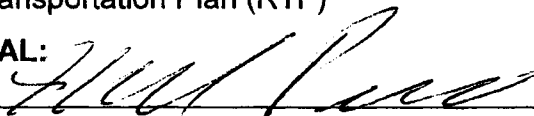
DATE: December 6, 2007

TO: Transportation and Communications Committee

FROM: Rich Macias, Manager of Transportation Planning and Programming Division
213-236-1805 macias@scag.ca.gov

SUBJECT: Draft 2008 Regional Transportation Plan (RTP)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve release of the Draft 2008 Regional Transportation Plan (RTP) for public review and comments for a minimum of 45 days prior to finalizing the document.

The Executive Summary of the Draft 2008 RTP is attached to this memo. Staff anticipates distributing hard copies of the complete document at a special meeting of the TCC on November 27, 2007. Additionally, an electronic link to the Draft 2008 RTP will be emailed separately to Committee members.

BACKGROUND:

The SCAG Regional Council (RC) adopted the last RTP (also referred to as "Plan") in April 2004. The current planning cycle began shortly afterward, and was updated with the passage of the 2005 Federal Transportation Authorization, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU).

The RTP must be updated at least every four years, and may be amended mid-cycle to add, remove or modify a project or series of projects. This Plan update is the culmination of this effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic system expansion to accommodate future growth through the year 2035.

The Plan is broadly divided into two sections: a financially constrained plan and a strategic plan. The constrained plan only includes projects and strategies for which funding is available, committed, or reasonably available within the committed time frame for their completion. The strategic plan identifies additional needs that require further study and consensus building before difficult decisions can be made as to whether the region is willing to commit funds to include them in a future RTP's constrained plan.

Only the fiscally constrained portion of the plan is used to demonstrate transportation conformity. These projects can be reasonably funded within the planning horizon of the RTP after accounting for system operations and maintenance as well as implementation of committed projects, plans, and programs along with a recommended growth strategy.

The strategic plan describes additional projects, plans, programs, strategies, and policies that we need to pursue as a region. The strategic plan represents projects that merit funding and should

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be considered for funding in the future as funding becomes available, but for which sufficient funding and commitments are not currently in place. Future RTP amendments should come from the strategic plan, but may include projects that are not in the strategic plan. The strategic plan would also serve to incubate innovative funding strategies that will require additional work in developing a consensus in addition to the necessary commitments.

The Draft 2008 RTP also includes a financial plan identifying the revenues available to support the SCAG region's surface transportation investments. The financial plan was developed following some basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed.

The financially constrained plan, reported in nominal (or year of expenditure) dollars, includes total revenues of \$545 billion and total expenditures of \$532 billion. The 2008 RTP revenue forecast comprises core revenues from existing federal, state, and local funding sources as well as new funding sources considered to be reasonably available within the timeframe of the RTP.

In developing this RTP, SCAG solicited comments and feedback from the county transportation commissions, subregional organizations within SCAG, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings, telephone communications, and website postings. SCAG has encouraged interested parties to get involved with developing the RTP, which has included opportunities to develop strategies, procedures, and techniques for public participation regarding the RTP (as part of the SCAG Public Participation Plan.)

In addition, seven workshops were held between August and October 2007, each dedicated to various components of the Plan, including Goods Movement, Corridors, Transit, High-Speed Regional Transport, Aviation, Growth, and Transportation Finance. The workshops allowed stakeholders, elected officials, and the public to review the proposed alternatives, the pros and cons of each, and develop recommendations on which policies/options should proceed. The Draft 2008 RTP encompasses a culmination of the workshop recommendations.

TRANSPORTATION PLANNING CHALLENGES

Denser Development Patterns

Southern California is running out of land options to support low density future growth. The ocean and mountains pose natural barriers to development, and environmentally sensitive areas, such as coastal wetlands and natural habitat areas, hem in the region and dot the urbanized area. Nearly all natural locations for urban development have been consumed, leaving us with hard choices about how we grow and change to meet the demands of the future.

The Shape and Pattern of Future Growth

The SCAG region is the second most populated metropolitan area in the United States. Nearly one-half of all Californians live in the SCAG Region, and 1 in 17 people living in the entire United

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States reside here. By January 1, 2007, the Region's population had reached 18.5 million residents, having grown by 2 million residents (12 percent) from just seven years ago. By the year 2035, the region is projected to be home to 24 million residents.

Mobility Challenges

The projected growth is expected to place even greater demands on the transportation system. Although the region's population has doubled since 1970, roadway capacity investments have declined since then. As a result of a major shift away from building roadways since the 1980s, the year 2005 saw the highest transit ridership per capita in about 20 years. However, due to the lack of a "complete" public transportation system with frequent service, extensive coverage, and good connectivity, less than 3 percent of all trips and person-miles are taken on public transit.

Aging Infrastructure

We must recognize that our roadway network and transit systems developed over the past decades are aging. Deferred maintenance poses safety risks to the public and results in much higher future costs for major repairs. For example, while pavement surface damage costs \$64,000 a mile to repair, minor damage repair costs \$387,000 per mile, and major damage repair \$900,000. The region's system preservation continues to be under-funded, and the region's roadways, especially the state highway system, have not been adequately maintained.

Explosive Growth in Goods Movement

The SCAG region's goods movement system serves as the gateway for both international and domestic commerce, and will continue to grow at a tremendous pace over the timeframe of the RTP. The Port of Los Angeles and the Port of Long Beach forecast that by 2030, container volume could reach 42.5 million Twenty-Foot Equivalent Units (TEUs), tripling from 14.2 million in 2005. In addition, Port Hueneme handles over \$4 billion in cargo annually. As the expanding goods movement sector continues to have a positive impact on our economy, it will also have critical and far-reaching impacts on our region's transportation system and public health.

Aviation Capacity and Ground Access Constraints

The airports of Southern California support both growing passenger and freight movement, and all four major urban airports in Los Angeles and Orange Counties face significant growth constraints. Their collective size of 5,540 acres is just 17 percent of the size of Denver International Airport, and still smaller than the 7,700-acre Chicago O'Hare. All of these urban airports have little room for much-needed future expansion because of adjacent developed areas.

Air Quality Challenges

The SCAG region continues to have the worst air quality in the nation, even despite improvements gained in the last two decades. Much of the region continues to exceed the National Ambient Air Quality Standards (NAAQS) identified in the Clean Air Act (CAA). In addition, efforts to reduce greenhouse gases (GHG) will present another tremendous challenge to the transportation sector. Transportation is the largest source of GHG emissions in California, representing 41 percent of emissions, and emissions from the transportation sector have grown more rapidly than from other sources over the past ten years. At the same time, environmental and geopolitical factors are causing energy experts to question the long term viability of a fossil fuel-based energy future. This uncertainty must be recognized as a constraint that our region must face in a matter of time.

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Transportation Finance Challenges

While this region does not lack the creativity and resolve to develop innovative solutions to our problems, we continue to face shortfalls in transportation funding. As the critical factor that often determines whether beneficial projects can be implemented, transportation finance is perhaps the region's most imminent challenge. Over the past four decades, transportation revenues (primarily from gasoline taxes collected per gallon) in California have not kept pace with the tremendous increase in demand placed on our transportation system as indicated by vehicle miles traveled (VMT).

TRANSPORTATION STRATEGIES

Safety and Security First

SAFETEA-LU requires that each state develop a Strategic Highway Safety Plan (SHSP) and ensure its consistency with the RTPs. Accordingly, every effort was made to ensure consistency of the current Draft RTP with the adopted SHSP. This region must also ensure that it is responsible in its preparedness to quickly and adequately respond to major events, such as natural or human-caused disasters, civil unrest, and terrorism. This Plan details ten measures that SCAG, as a planning agency, will undertake to enhance the region's ability to prevent, respond to, and recover from natural or human-caused incidents in order to protect lives, property, the transportation network, and the regional economy.

Managing Our System Wisely

The region recognizes that maintaining and/or improving mobility will no longer depend solely on expanding the transportation system. Given our fiscal constraints, an integrated approach is needed to maximize mobility. The *Go California* initiative is a tiered approach based on the simple concept of getting the most out of the existing system before committing to more evasive and expensive remedies such as system expansion. The key elements of this approach are:

1. System Monitoring and Evaluation
2. Maintenance and Preservation
3. Integrated Land Use and Demand Management
4. Maximizing System Productivity
5. System Completion and Expansion

System Monitoring and Evaluation

We must have an in-depth understanding of how our system performs and why it performs that way. Towards this end, SCAG has developed performance measures to track and monitor the progress of the transportation system so that the region can make informed decisions regarding transportation investments. In addition, other investments including detection, closed circuit television systems, bus global positioning systems, and automatic ridership counting systems will help the region's leaders make more informed decisions.

Maintenance and Preservation

Preserving our multimodal transportation system is a critical priority, especially as preservation needs have been historically under-funded in our region. Recognizing that every dollar spent today towards maintenance and preservation will save much more in the future, this Plan commits \$8 billion of new funding to preservation.

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Integrated Land Use

The regional growth policies in the 2008 RTP forecast are built upon the Compass Blueprint Principles developed through the regional growth visioning efforts in preparation for the 2004 RTP. The following policies have proven to be both regionally beneficial relative to their transportation performance, and in tune with the emerging public policy, development patterns and community needs throughout the region.

- Identify strategic opportunity areas for infill development and increased investment in order to accommodate future growth.
- Identify strategic centers based on a 3-tiered system of existing, planned, and potential, relative to transportation infrastructure.
- Create mixed use districts or “complete communities” in strategic growth areas.
- Intensify nodes along corridors with people-scaled, mixed use developments.
- Plan for additional housing and jobs near transit.
- Plan for a changing demand in types of housing due to shifts in the labor force, as the large cohort of aging “baby boomers” retire over the next 15 years and are replaced by new immigrants and “echo boomers.”
- Continue to protect stable existing single family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers.
- Ensure adequate access to open space and preservation of habitat.
- Incorporate local input and feedback on future growth.

Travel Demand Management

In an effort to address travel demand, travel demand management (TDM) strategies are designed to influence an individual’s travel behavior by making alternatives to the single occupant automobile more attractive, especially during peak commute periods, or by enacting regulatory strategies. Some examples of TDM strategies are carpools and vanpools, public transit, non-motorized modes, congestion pricing, and providing the public with reliable and timely traveler information. In total, this Plan dedicates \$2.2 billion to TDM investments.

Maximizing Transportation System Productivity

The region has built a vast and expensive transportation system, which can be tweaked and modernized to carry more people and goods in a day or during peak commute conditions. Such investments include implementing advanced traffic control strategies such as signal coordination and ramp metering, improved incident management, and smaller physical infrastructure modifications such as auxiliary lanes. Recognizing that funding productivity improvements provide a higher return on investments than most other transportation projects, this Plan allocates an additional \$2 billion, representing 20 percent of the region’s operations improvement needs. It also includes strategic transit service policies to maximize transit productivity throughout the region.

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STRATEGIC SYSTEM EXPANSION INVESTMENTS IN THE REGIONAL TRANSPORTATION PLAN

Highway Improvements

Highway projects consist of High Occupancy Vehicle (HOV) lanes and connectors, mixed flow or general purpose lanes, toll facilities and High Occupancy Toll (HOT) lanes, and strategic arterial improvements. A significant number of system expansion projects have already been committed through SCAG's Regional Transportation Improvement Program (RTIP) for the highway network. These priority projects close critical gaps in the system, relieve significant bottlenecks, and address inter-county travel needs.

HOV GAP Closures and Connectors

This Plan includes many additional investments to extend the HOV network, strategically close gaps in the HOV network, and construct additional direct freeway-to-freeway connectors to maximize the overall system performance by minimizing weaving conflicts and maintaining travel speeds. In total, this plan dedicates \$8.0 billion to HOV improvements.

One example is the *I-5 HOV and Truck Lanes*, which calls for HOV and truck climbing lanes on I-5 in Santa Clarita. There is a \$1.5 million SAFETEA-LU earmark attached to this \$507 million project, and \$10 million has been committed for a draft EIR/EIS.

Mixed Flow

From a pure mobility perspective, mixed-flow capacity enhancements are also necessary to address traffic bottlenecks and relieve congestion on heavily traveled corridors, especially in areas outside of the urban core where transit service and the HOV network are not fully developed. As such, this Plan includes a variety of mixed-flow lane additions totaling \$25.1 billion including interchanges and ramps.

One example is the *I-710 Tunnel*, which would eliminate the gap between the I-10 and the I-210. This is considered one of the best performing capacity projects, and a technical study has been completed for this \$4.6 billion project.

Toll and High Occupancy Toll (HOT) Lane Corridors

This Plan also includes an expansion of the existing HOT lane and toll road system in Orange County to address the congested commuter corridor between housing-rich Riverside County and job-rich Orange County. The *CETAP Riverside County-Orange County Corridor* includes two corridors that have been examined: A) a new facility on or parallel to the SR-91 alignment, plus B) a new facility connecting Riverside County and Orange County. Out of a total project cost of \$22.5 billion, a \$15.8 million federal earmark has been obligated for technical feasibility work. In addition, improvements to major corridors in other parts of the region are proposed to be financed by tolls, such as the *High Desert Corridor*, which calls for the construction of a new freeway/tollway linking the high desert areas of Los Angeles County and San Bernardino County. This is expected to relieve congestion in high growth areas and allows through traffic to avoid the urban core. San Bernardino County has committed \$70 million to this \$7.0 billion project.

In total, this Plan dedicates \$40 billion to toll lanes.

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Transit Improvements

Transit is an integral strategy of Smart Land Use, as the completion of a transit facility often spurs changes in surrounding land use patterns. The investment in new rail and bus transit corridors has spawned investment throughout the region in new housing, retail, and business development at and near transit stations. This Plan recommends closing critical gaps in the transit system to improve service, and extending routes to serve a greater number of passengers, including the following projects:

Exposition Line, Phase II: This extension of the Exposition light rail line from Culver City to Santa Monica is estimated to cost \$1.1 billion, of which \$256 million has been committed.

Crenshaw Corridor: This project will potentially connect the Exposition Line and LAX along a high-transit use area. Estimated to cost approximately \$1.1 billion, this project has \$18 million programmed.

Regional Connector: This project links the Gold Line with the Blue Line through the Los Angeles Central Business District in order to connect all Light Rail in a continuous system, allowing all systems to interconnect for continuous trips. The estimated cost is \$3.8 billion.

Orange Line Bus Rapid Transit Extension: This project will extend the Orange Line from Canoga Park to Chatsworth at a cost of \$226 million, of which \$118 million has been programmed.

Green Line Extension: This project will extend the Green Line into Los Angeles International Airport. The cost is estimated at \$464 million.

Gold Line Extension: Two phases are listed. Phase One, SMV to Azusa has an estimated cost of \$720 million. Phase Two, Azusa to Montclair, is projected to cost \$1.3 billion.

Purple Line Extension: Phase One consists of an extension from Western to La Cienega at a cost of \$1.5 billion.

Temecula Metrolink Extension: This project calls for extending Metrolink from South Perris to Temecula at an estimated cost of \$657 million.

San Jacinto Metrolink Extension: This project calls for extending Metrolink from South Perris to San Jacinto at an estimated cost of \$257 million.

High-Speed Regional Transport

SCAG has advanced a vision of a regional movement systems based on the introduction of a high-speed, high performance, and environmentally sensitive regional transport system. A High-Speed Regional Transport (HSRT) system has the potential for relieving both airport and freeway congestion in urbanized areas by providing an alternative to the single occupancy automobile as well as making less congested airports more accessible to air travelers.

The Initial Operating Segment (IOS): This fully grade-separated, elevated High-Speed Regional Transport (HSRT) system operates primarily within freeway corridors. The adopted IOS is from

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West LA/LAX to LA Union Station to West Covina to Ontario Airport and would handle passengers only. The cost is estimated at \$19 billion.

IOS plus San Bernardino: This additional segment extends the IOS to San Bernardino at an additional cost of \$3.5 billion.

Anaheim to Ontario: The Anaheim to Ontario segment is 32 miles and will take approximately 18 minutes in travel time. This link would connect commuters from Riverside County to job centers in Orange County and shift air passengers from JWA to Ontario Airport, and carries an estimated cost of \$6.7 billion.

California High-Speed Train: The California High Speed Rail Authority segment from LA Union Station to Orange County is a main SCAG region portion of a statewide 700-mile steel wheel high-speed rail network that will serve the Bay Area, Sacramento, the San Joaquin Valley, Los Angeles, Orange County, the Inland Empire and San Diego. The system would compete directly with air travel for intrastate trips. The cost of the system is assumed to be covered by state bond funding. As such state bond revenues for HSRT are not included in the regional revenue forecast.

Aviation

SCAG's Regional Aviation Decentralization Strategy calls for improved ground access for travelers to access the region's airports. To this end, SCAG is working closely with Los Angeles World Airports (LAWA) on planning and programming a regional system of FlyAways based on the successful Van Nuys FlyAway at which passengers park their cars and board a bus to LAX. Similar services that take advantage of our region's developing HOV and rail networks can provide direct links to our region's suburban airports such as Ontario and Palmdale. In the long run, however, the region will need a high-speed rail system, discussed above, to accommodate our aviation passenger forecasts.

The Aviation Task Force Preferred Scenario has an extended IOS and Anaheim-to-Ontario High-Speed Rail Transport (HSRT) Segment. Implementing market incentives for aviation decentralization should provide for 164 million annual passengers in 2035. The cost is expected to be \$22.5 billion to implement the Extended IOS portion of adopted HSRT system (passengers only). Local airport ground access projects would cost an additional \$5.2 billion.

Goods Movement

To continue to provide the critical service of the goods movement sector, the Plan calls for approximately \$12.9 billion in freight rail investments, nearly \$18 billion in a freight HSRT system, and over \$7 billion in highway investments to enable the Region to handle the dramatic growth in goods movement. These investments integrate air quality mitigation into the goods movement system improvements, yielding substantial air quality benefits.

Dedicated Truck Lanes: Two dedicated truck lanes are planned for each direction of I-710 for 18 miles between Long Beach and SR-60, with an estimated cost of over \$5 billion.

Freight Rail Expansion: Rail expansion and grade separations are needed for efficiency, expected growth, and Metrolink. Of a total estimated cost of \$9.1 billion, approximately \$800 million has been committed locally to the grade separations.

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Clean Rail Technology: Clean Rail technology is included as a package with Freight Rail Expansion, with a \$3.8 billion estimated cost.

Alternative Technology Conveyance for Freight Only Component: This mid-term HSRT system consists of a freight spur of the HSRT system connecting the San Pedro Ports to the passenger IOS at an estimated cost of \$18 billion, and out to a potential inland port facility.

Financing Our Future Transportation System

The lack of funding from traditional sources has and will continue to hinder the implementation of many critical strategies. To this end, this Plan identifies a number of new revenue sources to provide additional funding beyond existing transportation dollars. The financially constrained Plan includes a core revenue forecast of existing local, state, and federal sources, along with new funding sources considered to be reasonably available over the time horizon of the Plan.

There are several new funding sources and innovative financing strategies that are expected to be reasonably available over the timeframe of the 2008 RTP. Appropriate action steps, proposed timelines as well as responsible parties for ensuring their availability over the timeframe of the 2008 RTP are identified in the report. These additional funding sources include:

State and Federal Gas Excise Tax Increase: The strategy proposes an additional ten cent per gallon gasoline tax imposed by the State and a ten cent per gallon gasoline tax imposed by the Federal government starting in 2011. This could account for a raise of up to \$16.9 billion (2012-2035). For inclusion in the constrained plan, it would need Congressional and State Legislature approval.

Container Fees: This strategy assumes a charge imposed on containerized cargo moving through the ports and region. A \$50/TEU container fee could bring as much as \$41.5 billion between 2012 and 2035 for freight related projects such as the 710 South (Truck lanes) and Rail Capacity, Grade Separations, and Clean Technology Package. The plan assumes no more than \$200 per container before diversion begins to occur.

Value Capture Strategies: This strategy in the constrained plan could include Mello Roos Community District Financing, Benefit Assessment Districts, and Joint Development Funds from private sector, and real estate sales of Caltrans owned property. The revenue potential can vary, possibly generating roughly 10% of total capital cost; real estate sales for Caltrans owned property is estimated to generate approximately \$400 million to partially offset public contribution needs for the 710 Tunnel. This type of strategy could also be used for the Gold Line Extension. This strategy could raise up to \$3.7 billion.

Imperial County Local Sales Tax Extension: This strategy assumes a one half cent tax on retail sales in Imperial County which expires in 2010 would be extended, providing up to \$816 million between 2011 and 2035.

Highway Tolls: This strategy applies to specific projects (I-710 tunnel, I-710 South (truck lanes), CETAP Riverside-Orange, the High Desert Corridor). Revenue potential varies, but a general approximation would be that tolls would cover approximately 1/3 of capital costs. This strategy could raise up to \$26 billion.

REPORT

Public-Private Partnership (PPP): A Public-Private Partnership arrangement, which could raise up to \$8.4 billion, is a strategy whereby a private entity designs, finances, builds, operates and maintains a transportation facility under a lease arrangement for a fixed period of time; project(s) must generate sufficient revenues to be economically viable (user-fees, tolls, etc.). Public sector would forgo revenue from these user-fees in exchange for private development. While not technically a revenue source, it's an innovative project delivery mechanism that can accelerate projects with potentially creditworthy revenue streams. Potential projects include:

- the High Desert Corridor
- CETAP Riverside-Orange
- 710 Tunnel
- 710 South (truck lanes)
- HSRT
- Freight Rail Expansion

Private Activity Bonds (PAB): This strategy applies interest savings from the issuance of tax-exempt private activity bonds for grade separation projects in a freight rail investment package, and could raise up to \$0.4 billion.

Federal Funding (EPA) for clean freight rail technology: In accordance with the proposed 2007 State Implementation Plan (SIP), the federal government (US EPA) will need to provide subsidies to help mitigate locomotive emissions. The subsidies could total as much as \$1.9 billion.

Interest Earnings: This strategy applies interest earnings from toll bonds proceeds to projects such as the High Desert Corridor, CETAP Corridor, I-710 tunnel, and I-710 truck lanes. This strategy could provide up to \$0.4 billion.

Riverside County Measure A (Bond Anticipation Notes): This strategy issues short-term debt to help fund the CETAP Corridor prior to and in anticipation of the sale of Measure A revenue bonds. This strategy could raise up to \$4.7 billion.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan: The TIFIA Loan program provides credit assistance for transportation investments of national/regional significance. This loan is assumed to provide up to \$1.7 billion for the CETAP corridor, and the loan is assumed to be repaid by tolls.

HSRT Passenger System (Private Contribution & User Fee): This strategy assumes user fees and private sector development of the HSRT passenger system and is expected to provide up to \$26.2 billion.

PLAN PERFORMANCE

This Plan follows the success of recent RTPs in the use of system performance measures, developed through extensive collaboration with technical experts from around the state and country, to demonstrate the effectiveness of this Plan in key areas, including:

- Mobility
- Accessibility
- Reliability
- Productivity
- Safety
- Sustainability
- Preservation
- Cost Effectiveness
- Environment
- Environmental Justice

Whenever quantifiable, the performance measures indicate that the Plan scenario makes improvements at a minimum over the Baseline 2035 scenario, which is based on the existing transportation system plus near-term constrained projects.

Air Quality Conformity

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities "conform to" the purpose of the State Implementation Plan. The 2008 RTP must, upon adoption, pass the following four tests and analyses to meet the requirements for a positive conformity finding:

1. regional emissions analysis,
2. timely implementation of transportation control measures (TCMs),
3. financial constraint, and
4. interagency consultation and public involvement.

The draft conformity analysis indicates a positive conformity finding for the Draft 2008 RTP based on the draft emission budgets received by the Air Resources Board and the other required tests. The formal conformity finding will be based on the finalized emission budgets analyzed in comparison to the final RTP prepared for adoption.

Environmental Justice

As a government agency that receives federal funding, SCAG is responsible for implementing Title VI of the Civil Rights Act of 1964 and for conforming to federal Environmental Justice (EJ) principles, policies, and regulations. As part of meeting these requirements, SCAG has performed an EJ analysis to demonstrate responsiveness to potential imbalances caused by the development of the plans, programs, and policies in the 2008 RTP.

REPORT

The intention of the EJ analysis is to demonstrate that SCAG's planning processes and methods are responsive to imbalances caused by the development of the plans, programs, and policies in the 2008 RTP. SCAG's EJ analysis examined performance measures to determine any disproportionate negative impacts. Performance measures provide a way to quantitatively assess the impact of the Plan. In the development of the Plan, SCAG utilized a number of performance measures designed to assess the overall equity. An overview of the findings is listed below:

- Accessibility: The results indicate that accessibility to jobs by auto will remain relatively constant for all income groups. Improvement in accessibility by transit is higher for the lower income groups. All income groups should benefit from improvements in accessibility due to the 2008 RTP.
- Plan Expenditures/Investments: Under the Plan, transportation investments would go to modes likeliest to be used by lower-income groups. Also, Plan expenditures will be distributed more equitably on the basis of system usage by ethnic/racial groups.
- Costs: Overall, tax burdens are anticipated to fall heavily on higher-income groups. Thus, those with limited financial means will not pay a disproportionate amount of overall taxes.
- Time Savings: Overall, the benefits of time savings will be enjoyed by the lower income groups, who pay a smaller share of taxes.
- Travel Distance Reductions: The results indicate that the lowest quintile group will have the least amount of benefit accounting for 12% of auto travel distance savings, while the highest quintile group will benefit the most. However, the taxes paid by the highest income group are anticipated to exceed their share of benefits.
- Environmental Impact Analyses: Overall, the region as a whole will generally experience an improvement in air quality via reductions in transportation-related emissions due to ongoing mobile source emission controls and investments in the Plan. Generally, air emissions will not disproportionately affect minorities and low-income groups. However, the results in the 2008 RTP analysis indicate that minority and low-income groups will be disproportionately impacted by aviation and highway noise.

CONCLUSIONS:

The Draft 2008 RTP represents the region's collective vision for addressing our transportation needs within the constraints of committed, available, and reasonably available revenue sources. Over the planning horizon (2035) of this RTP, our region can reasonably expect to generate and spend approximately \$540 billion in nominal dollars for operating, maintaining and improving our transportation system. This investment will result in significant improvement in mobility, safety, reliability and productivity of our transportation system as indicated by the performance evaluation of the proposed plan over the 'do nothing' or baseline scenario. At the same time, the Draft RTP is in conformance with the requirements of SAFETEA-LU and is expected to comply with all federal and state requirements including transportation conformity, fiscal constraint, environmental justice mandates and the California Environmental Quality Act (CEQA).

Upon the authorization by the TCC, staff will circulate the Draft 2008 RTP for a period of 45 days for public review and comment. All comments will be addressed and presented to the Regional Council along with the final document for adoption.

REPORT

FISCAL IMPACT:

No fiscal impact. Budget for the RTP Update work is included in the current Overall Work Program.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

RESOLUTION No. 08-497-2

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS APPROVING THE 2008 REGIONAL
TRANSPORTATION PLAN (2008 RTP) AND RELATED CONFORMITY
DETERMINATION**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6500 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for preparing the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting and updating the RTP pursuant to Government Code Sections 65080 et seq.;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c) (3) and 23 C.F.R. §450.312;

WHEREAS, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that all state and MPO actions on RTPs and RTIPs (including amendments, revisions or updates) comply with the SAFETEA-LU planning provision beginning July 1, 2007;

WHEREAS, SCAG staff conducted an analysis of the 2004 Regional Transportation Plan ("2004 RTP") which was in place at the time of the enactment of SAFETEA-LU, and thereafter identified the key issues or "gaps" in the 2004 RTP which needed to be addressed in order to comply with SAFETEA-LU. The effort led to the Regional Council's adoption in March 1, 2007 of an Administrative Amendment to the 2004 RTP (hereinafter referred to as the "Administrative Amendment") addressing these gaps. The Administrative Amendment to the 2004 RTP also allowed SCAG to take advantage of the four-year update cycle under SAFETEA-LU such that SCAG can adopt the next RTP update by the spring of 2008;

WHEREAS, in accordance with SAFETEA-LU, SCAG also approved and adopted a Public Participation Plan on March 1, 2007, to serve as a guide for SCAG's public involvement process. This Public Participation Plan was further amended on October 4, 2007, to provide more

explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and the Overall Work Program (OWP);

WHEREAS, the Metropolitan Transportation Planning Final Planning Rule ("Final Rule") was promulgated by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration on February 14, 2007, and became effective on March 16, 2007. The Final Rule included, among other things, more specific requirements relating to the content of metropolitan transportation plans (also known as RTPs).

WHEREAS, updates to the RTP must be consistent with all other applicable provisions of federal and state law including:

- (1) SAFETEA-LU (23 U.S.C. §134 et seq.);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C (i.e. the provisions of 23 C.F.R. §450.300 et seq. as set forth in the Final Rule);
- (3) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

WHEREAS, SCAG staff has been engaged in the preparation of the 2008 RTP update since the spring of 2007, with a focus on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic system expansion to accommodate future growth through the year 2035;

WHEREAS, the 2008 Draft RTP was released by SCAG's Transportation and Communications Committee (TCC) on December 6, 2007 for public review and comment, and a Notice of Availability was issued. The 2008 Draft RTP included a financially constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed,

available or reasonably available revenue sources, and thus are probable for implementation. The strategic plan is an illustrative list of additional transportation investments that the region would pursue if additional funding and regional commitment were secured; and such investments are potential candidates for inclusion in the constrained RTP through future amendments or updates. For purposes of the 2008 RTP update, the strategic plan is provided for information purposes only and is not part of the financially constrained and conforming RTP;

WHEREAS, the 2008 Draft RTP also included a financial plan identifying the revenues available to support the SCAG region's surface transportation investments. The financial plan was developed following basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs. SCAG followed the provisions of its adopted Public Participation Plan and subsequent Amendment No. 1 regarding public involvement activities for the 2008 RTP. For example, three duly-noticed public hearings were conducted within the SCAG region to allow stakeholders, elected officials and the public to comment on the 2008 Draft RTP;

WHEREAS, the 2008 Draft RTP serves as the basis of the 2008 Final RTP, and addresses public comments and issues relating to projects and other relevant data which arose subsequent to the release of the 2008 Draft RTP. The public comment period for the 2008 Draft RTP closed on February 19, 2008. SCAG received approximately 150 written comments. Staff has fully considered these comments in preparing the 2008 Final RTP;

WHEREAS, there were several comments relating to the Growth Forecast/Land Use discussion in the 2008 Draft RTP. In part because of the public comments, the Regional Council on March 6, 2008, approved the Baseline Growth Forecast with a statement of advisory land use policies/ strategies for the 2008 Final RTP;

WHEREAS, there were also project-specific comments made as part of the public comment period. Additional information was also provided regarding certain transportation projects that were included in the 2008 Draft RTP, contingent upon adequate documentation that these projects meet the fiscal constraint requirements. Based upon staff's analysis as well as input from the TCC and Regional Council, the projects in the 2008 Final RTP represent projects which meet the fiscal constraint requirements of SAFETEA-LU and the Final Rule;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a conformity determination on any updated or amended RTP in accordance with the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement;

WHEREAS, the 2008 Draft RTP included the Draft Conformity Report which concluded with a positive transportation conformity determination. After the release of the Draft Conformity Report, SCAG was informed that the U.S. Environmental Protection Agency (EPA)'s review of the South Coast ozone and PM2.5 emission budgets submitted by the California Air Resources Board (ARB) raised concerns such that the ARB was required to revise and resubmit the emission budgets to EPA. This requirement led to SCAG making appropriate revisions to the draft conformity analysis to reflect the new emissions budgets and release a subsequent Draft Conformity Report for an additional 30-day public review period ending April 28, 2008. The subsequent Draft Conformity Report makes a positive transportation conformity determination;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussion of the Draft Conformity Report before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the update process;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in updating the Regional Transportation Plan;

WHEREAS, SCAG released for public review and comment a Draft 2008 Regional Transportation Plan Program Environmental Impact Report ("Draft PEIR") on January 3, 2008;

WHEREAS, the public comment period for the Draft PEIR closed on February 19, 2008. SCAG has fully considered these comments, and written responses to comments received are included in the Final PEIR Addendum;

WHEREAS, prior to the adoption of this resolution, the Regional Council certified the Final PEIR prepared for the 2008 Final RTP to be in compliance with CEQA;

WHEREAS, the Final Rule stipulates that each project or project phase included in the RTIP shall be consistent with the approved RTP (23 C.F.R. Section 450.324(g));

WHEREAS, this RTIP consistency requirement would be applicable with the Regional Council's adoption of the 2008 Final RTP. SCAG staff, therefore, amended the 2006 RTIP so as to be consistent with the 2008 Draft RTP. Such amendment to the 2006 RTIP was referred to as "Amendment #06-13" to the 2006 RTIP, and was released for public review by a Notice of Availability along with the 2008 Draft RTP and the Draft Conformity Report. The majority of changes to the 2006 RTIP included as part of RTIP Amendment #06-13 are modeling network

changes (due to changes in project completion dates) and there are a few changes due to project description changes;

WHEREAS, the Regional Council has had the opportunity to review the 2008 Final RTP and its related appendices, and consideration of the 2008 Final RTP was made by the Regional Council as part of a public meeting held on May 8, 2008.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the 2008 Final RTP for the purpose of complying with the requirements of SAFETEA-LU and all other applicable laws and regulations as referenced in the above recitals. In adopting this 2008 Final RTP, the Regional Council finds as follows:

- a. The 2008 Final RTP complies with all applicable federal and state requirements, including the SAFETEA-LU planning provisions. Specifically, the 2008 Final RTP fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in 23 C.F.R. §450.322 et seq., including issues relating to: transportation demand, operational and management strategies, safety and security, environmental mitigation, the need for a financially constrained plan, consultation and public participation, and air quality conformity.
- b. The 2008 Final RTP represents the SCAG region's collective vision for addressing our transportation needs through 2035 within the constraints of committed, available, and reasonably available revenue resources.

2. The Regional Council hereby makes a positive air quality conformity determination of the 2008 Final RTP. In making this determination, the Regional Council finds as follows:

- a. The 2008 Final RTP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.

3. In approving the 2008 Final RTP, the Regional Council also approves and adopts Amendment #06-13 to the 2006 RTIP, in order to address the consistency requirement of the federal law.

4. In approving the 2008 Final RTP, the Regional Council approves the staff findings as set forth in its reports and incorporates all of the foregoing recitals in this resolution.

5. SCAG's Executive Director or his designee is authorized to transmit the 2008 Final RTP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean

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Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 8th day of May 2008.

Gary Ovitt
President
Fourth District Supervisor, San Bernardino County

Attested by:

Hasan Ikhrata
Executive Director

Approved as to Form:

Joe Burton
Chief Counsel

Orangeline - IOS Comparison Matrix

	IOS	Orangeline-LA & Orange Co.
Plan of Action	YES: 1) Completed by IBI Group, 4/07. All major costs are identified. No significant inconsistencies. 2) Provided by American Maglev Technologies, 12/07. AMT proposal includes funding statement from Calyon Securities. Calyon states it is well placed to provide a plan of finance and participate in the financing of the project.	NO: Initial submittal assumed free use of Pacific Electric Right-of-Way (PE ROW). Stated \$200 million in public grants without a specific plan of action or strategy to secure funding. No funds allocated for purchase of PE ROW. Arcadis, a financial advisor, states: "No ROW, likely no project." Financial letter from Wedbush non-committal. Metro has placed the Orangeline project in its Draft 2008 Long Range Transportation Plan in the "Strategic Unfunded" element, and confirms that Metro has made no financial commitment or funding accommodations for the project.
Use of ROW	YES: A 2001 letter from Caltrans confirms potential use of ROW. Some land slivers need to be acquired. Alternative Technology Study to be completed June 2008 for route.	NO: OCTA confirmed in writing that the PE ROW in OC cannot be used. Metro has not committed on the use of LA PE ROW.
Opposition to Constrained Plan	NO: Recently formed JPA between Cities of Los Angeles, West Covina, and Ontario. No letters of opposition received in response to the Draft RTP.	YES: Declining support in Orange County. Los Alamitos recently withdrew from the Orangeline JPA. Four cities in Orange County (Tustin, Irvine, Aliso Viejo and La Palma) sent letters to SCAG in response to the draft RTP in support of OCTA's written request to move the Orangeline from the Constrained Plan and into the Strategic Plan.

Based upon the consideration of the above summarized items, including loss of the Orangeline ROW after issuance of the Draft RTP and the comments received in opposition to the Orangeline's inclusion in the Constrained Plan, staff recommends that the Regional Council move the Transportation and Communications Committee's recommendation that the Orangeline should be placed in the Strategic Plan.